

Harbor Safety Committee

of the San Francisco Bay Region

*Mandated by the California Oil Spill
Prevention and Response Act of 1990*

Harbor Safety Committee of the San Francisco Bay Region

March 9, 2023

Port of Oakland, Exhibit Room

530 Water Street, Oakland, California

Scott Humphrey (M), Marine Exchange of the San Francisco Bay Region (Marine Exchange), Chair of the Harbor Safety Committee (HSC); called the meeting to order at 10:03.

Marcus Freeling (A), Marine Exchange, confirmed the presence of a quorum of the HSC.

Committee members (M) and alternates (A) in attendance with a vote: **Cody Aichele-Rothman** (A) Bay Conservation and Development Commission; **Capt. Sean Daggett** (M), Sause Bros. Inc.; **John Fadeeff** (M), Chevron Shipping Co.; **Jeff Ferguson** (M), NOAA; **Kathi George** (A), The Marine Mammal Center; **Scott Grindy** (M), San Francisco Small Craft Harbor; **Jim Haussener** (A), CMANC; **Alex Kryska** (A), PROP SF; **Tammie Lasiter** (A), SSA Terminals; **Capt. Taylor Lam** (M), United States Coast Guard; **Joe Monroe** (M), Port of San Francisco; **Capt. Paul Ruff** (M), San Francisco Bar Pilots; **Justin Taschek** (A), Port of Oakland; **Jessica Vargas** (A), US Army Corps of Engineers; **Jeff Vine** (M), Port of Stockton.

The meetings are always open to the public.

Approval of the Minutes-

A motion to accept the minutes of the February 9, 2023, meeting was made and seconded. The minutes were approved without dissent.

Comments by the Chair- Scott Humphrey

Welcomed the committee members and audience. Advised of a new project headed by Bill Elliott, Bay Ship & Yacht, and Bobby Winston, Bay Crossings, to engage young people with working waterfront careers.

Coast Guard Report- Capt. Taylor Lam

- An atmospheric river storm system is forecast and the USCG is prepared to assist with flood response. USCG MSIB 23-01 is still in effect recommending emergency weather preparation. High winds and extreme weather conditions can prevent SAR operations. Contact the USCG Sector San Francisco Waterways Division to report flooding issues: (510) 612-9729 or (415) 399-3451.

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- Sector San Francisco has issued MSIB 23-02 updating dead ship tow guidelines (attached). The HSC Tug Work Group will update HSC Dead Ship Tow Best Maritime Practices. The HSC Ferry Operations Work Group will address ferry routing protocol updates.
- Fourth of July fireworks will be a SEAR rated event with multi-agency coordinated security. A marine event permit application has been submitted. Fleet Week is also a SEAR event. The Asia-Pacific Economic Cooperation Summit is a major event planned in November.
- CDR Hale Allegretti, USCG, advised that Stratolaunch is scheduled to test fly a hypersonic aircraft on March 25th. The aircraft is expected to land and be recovered offshore Monterey. A Local Notice to Mariners has been issued. No maritime traffic impact is anticipated.
- CWO Henderson read from the February- 2023 Prevention/Response Report (attached).
- Jim Haussener asked about updated VTS guidelines. Capt. Lam advised that USCG VTS SOPs are being reviewed with minor updates related to expectations and training.

Army Corps of Engineers Report- Jessica Vargas

- Read from the US Army Corps of Engineers, San Francisco District Report (attached). The FY22 Oakland Harbor dredging project is still finishing up. The FY23 dredge plan has been published and planning is underway. Pinole Shoal Channel will be dredged this year. Redwood City Harbor will be dredged annually. Debris removal for February was below average. Progress continues on the Oakland Harbor Turning Basins Widening Study. Surveys are posted and a channel condition report is included.

Clearinghouse Report- Marcus Freeling (report attached)

OSPR Report- Mike Zamora

- Scott Humphrey has been officially appointed as Chair of the HSC.
- New HSC members and alternates have been appointed to the committee: Joe Monroe, Port of San Francisco, primary member for port authorities; Jeff Qualman, Norvic Shipping, primary member for dry cargo vessel operators; John Schneider, Marathon Petroleum, primary member for tanker or marine oil terminal operators; Alex Kryska, PROP SF, alternate member for ferry operators. Terms end on March 5, 2026.
- Renewing HSC members and alternates have been reappointed to the committee: Troy Hosmer, Port of Oakland, primary member for port authorities; Justin Taschek, Port of Oakland, alternate member for port authorities; Capt. David Corbett, SF Bar Pilots, alternate member for pilot organizations. Terms end on March 5, 2026.

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- Efforts continue in coordination with the Marine Exchange to update HSC membership. A new membership vacancy announcement will be distributed. Applications are welcome. Contact: michael.zamora@wildlife.ca.gov

NOAA Report- Jeff Ferguson

- Read from the NOAA HSC Report for March 2023 (attached). The raster chart phase out in favor of ENC's is ongoing. The Humboldt Bay chart will be transitioned soon. All raster charts will be canceled by December 2024. NOAA's Custom Chart Tool allows printing of nautical charts and certified vendors can provide paper copies. Carriage requirements will be determined by the USCG. The NWS reports that a warmer atmospheric river is forecast with rain-on-snow conditions and possible flooding.
- Jim Hausener advised that there have been navigational issues reported due to the lack of updates on private vendor printed charts.

State Lands Commission Report- Eusebio Fabia (report attached)

Report on Sail Grand Prix 2023- Melanie Roberts, SailGP

- Melanie Roberts, SailGP, gave a presentation to the committee on the upcoming Season 3, Event 11, SailGP racing event (slides attached). The sailing race will be held on May 6-7 off the San Francisco City Front. Race rehearsal will be held on May 4-5. An exclusion zone will be in place for rehearsal and race days. Free sailing will take place on May 1-3 without an exclusion zone. Exclusion zone and racecourse maps are provided. Plans are similar to last year's event.

Work Group Reports-

Tug Work Group- Capt. Sean Daggett: The HSC Emergency Towing Plan and Dead Ship Tow Best Maritime Practices are being reviewed and updated by the Work Group.

Navigation Work Group- Capt. Paul Ruff: Large ships transporting windmill parts are expected in 2024. The vessels have a large deck load which reduces visibility requiring more than one pilot to transit into port. Navigational issues are being addressed. Plans are being made to test UHU Technologies Northstar System in the Bay Area. The system is used to detect GPS signal spoofing and jamming.

Ferry Operations Work Group- Kevin Donnelly: Nothing to report.

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Dredge Issues Work Group- Jim Haussener: Appointed as Chair of the Dredge Issues Work Group. A Work Group meeting is scheduled on April 13th after the regular HSC meeting. Project funding will be discussed. Many projects have been dredged but not all the way to authorized depth. Dredging of the Santa Fe Channel has been funded. Islais Creek has not been dredged in over twenty years and shoaling is a concern.

PORTS Work Group- Justin Taschek: Nothing to report.

Prevention through People Work Group- Jim Haussener: The next BAMO meeting is on April 6th. There have been leadership changes at regional marinas and an updated contact list is being developed. USACE debris removal is appreciated. A California Boating Congress event will be held on April 11-12. Opening Day on the Bay is April 30th. A boat show will be held at the Port of Redwood City on May 4-7. Dock walker training will be provided on April 29th and May 6th.

PORTS Report- Marcus Freeling

- The Southampton Shoal LB6, Oakland LB4, and Oakland LB3 buoy-mounted current meters are still offline due to equipment issues. The buoy equipment was removed and is being prepared for redeployment. Contractors will be hired to repair the stations and install new equipment. A modem issue at the Pittsburg Weather Station is being addressed. Weather station windbird nosecones will be replaced. Routine PORTS maintenance is ongoing.
- PORTS data is publicly available through NOAA's Tides and Currents website:
<https://tidesandcurrents.noaa.gov/ports/index.html?port=sf>

Public Comment-

- Stas Margaronis, The Propeller Club, advised that wind energy development off the California Coast is moving forward. An offshore wind turbine manufacturing and assembly facility is being planned in Long Beach and benefits to the maritime industry are expected.
- Kathi George advised that four whales have been reported in the bay and mariners should be aware.

Old Business- None

New Business-

- Cody Aichele-Rothman advised that the annual Harbor Safety Plan update is upcoming.

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Next Meeting-

1000-1200, April 13, 2023
Richmond Maritime Safety & Security Center
756 West Gertrude Street, Richmond, CA

Adjournment-

A motion to adjourn to meeting was made and seconded. The motion passed without dissent and the meeting adjourned at 10:57.

Respectfully submitted: San Francisco Marine Exchange



MARINE SAFETY **INFORMATION BULLETIN (MSIB) 23-02**

March 7, 2023

U.S. Coast Guard Sector San Francisco
Department of Homeland Security

Dead Ship Tow Guidelines

This bulletin supersedes MSIB 13-01 and applies to Dead Ship Tows within or transiting through the Sector San Francisco Regulated Navigation Area described [33 CFR 165.1181](#).

The San Francisco Captain of the Port (COTP) has determined that the tow of a dead ship – a ship lacking means of self-steering or self-propulsion – is a hazardous condition requiring advance planning, additional towing resources, and special attention to prevent vessel traffic accidents. To meet these additional safety requirements, the owner, operator, agent master, or person in charge is encouraged to adhere to the Harbor Safety Committee of the San Francisco Bay Region's Dead Ship Tow Best Maritime Practices available at <https://www.sfmix.org/bay-area-committees/hsc/hsc-bestpractices/>.

The COTP has evaluated the safety measures prescribed in the Dead Ship Tow Best Marine Practices and determined that operations conducted in accordance with the Best Marine Practices have adequately mitigated associated safety risks. Conversely, a Dead Ship Tow that has not employed the Best Marine Practices has not adequately mitigated potential hazards and may require the issuance of a COTP Order halting, preventing, or otherwise controlling the towing operations if there are demonstrated risks to the safety of life, property, the environment, or safe navigation. The COTP will consider all relevant and available information to evaluate those risks, including the information provided by the vessel operators. All Dead Ship Tow plans must be submitted to Sector San Francisco Waterways Safety Branch as soon as possible, but not less than 96 hours prior to the movement of the vessel via SFWaterways@uscg.mil. If special circumstances prevent operators from adhering to these submission deadlines, the vessel representative shall contact Sector San Francisco Waterways Safety Branch at (510) 612-9729.

In accordance with [33 CFR 161.12](#), as soon as practicable, a Vessel Traffic Service (VTS) user shall notify the VTS of a hazardous vessel operating condition which includes the absence of operating propulsion machinery via Channel 14 or (415) 399-7410. Companies hired to move a dead ship maintain ultimate responsibility for conducting a safe tow. This policy statement does not supersede more stringent regulations from U. S. Code of Federal Regulations, State Law, or local authorities. For additional information, please contact the Waterways Safety Branch via SFWaterways@uscg.mil.

Sincerely,

Taylor Q. Lam

Captain, U.S. Coast Guard
Captain of the Port of San Francisco & Northern California
U.S. Coast Guard Sector San Francisco

SIGNIFICANT PORT SAFETY AND SECURITY CASES (FEBRUARY 2023)
MARINE CASUALTIES
Loss of Propulsion (10FEB2023): A U.S. flagged commercial fishing vessel experienced a loss of propulsion while underway approximately 9 miles West of the Golden Gate Bridge. The loss of propulsion was due to a fouled propeller after the vessel ran over a crab pot indicator and the connecting rope fouled the propeller. The vessel was safely towed back to Pier 45 to conducted appropriate repairs. Case closed.
Loss of Propulsion (11FEB2023): A U.S. flagged passenger vessel experienced a loss of propulsion while underway from Pier 41 in San Francisco. The vessel regained propulsion and returned to berth to offload passengers. The vessel is currently undergoing repairs to fix the issue. Case pends.
Crewmember Injury (20FEB2023): A foreign flagged freight vessel reported a crewmember injury while the vessel was shifting berths in Benicia, CA. The crewmember was transported to a local hospital to receive medical treatment for his injuries. Case closed.
Passenger Injury (25FEB2023): A foreign passenger vessel reported a passenger injury while the passenger embarked the vessel on an assistant riding scooter. The passenger on the scooter flipped over and broke their hip. The passenger initially received medical treatment onboard but was transported to a local hospital for further assistance. Case closed.
VESSEL SAFETY CONDITIONS
Voyage Termination (01FEB2023): A U.S. flagged commercial fishing vessel received a voyage termination after a US Coast Guard boarding team discovered an expired life raft onboard the vessel. This item had been identified as a deficiency during a previous boarding. The vessel was escorted back to homeport in Halfmoon Bay by the attending Coast Guard vessel. Case pends.
Operational Control (02FEB2023): A U.S. flagged small passenger vessel received an operational control (Code 60, prior to movement) for failure to perform a credit dry dock examination within the required time frame. Case pends.
Operational Control (02FEB2023): A U.S. flagged small passenger vessel reported that one of their fixed firefighting system cylinders failed hydrostatic testing and was issued an operational control (Code 60, prior to movement). Case pends.
Operational Control (02FEB2023): A U.S. flagged small passenger vessel received an operational control (Code 60, prior to movement) for failure to perform a credit dry dock examination within the required time frame. Case pends.
Operational Control (08FEB2023): A U.S. flagged tank vessel received 05 operational controls (Code 17, prior to departure) for various items identified during an annual inspection. Case pends.
Operational Control (11FEB2023): A U.S. flagged passenger ferry reported a loss of propulsion and received an operational control (Code 701, prior to the carriage of passengers). Case pends.
Operational Control (13FEB2023): A U.S. flagged small passenger vessel received an operational control (Code 705, limited routes) for failure to install an interconnected fire detection and alarm system. Case pends.
Operational Control (16FEB2023): A U.S. flagged tank vessel reported an inoperable echo depth sounder and received an operational control (Code 17, prior to departure). Case pends.
Operational Control (24FEB23): A U.S. flagged small passenger vessel was inspected in Monterey, CA and received an operational control (Code 60, prior to movement) for an exhaust leak. Case pends.
NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Inoperable Echo Depth Sounder (15FEB2023): A U.S. flagged tank vessel received an inbound LOD while inbound for the Port of San Francisco, for an inoperable echo depth sounder. Case pends.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (02FEB23): IMD received a report of a capsized vessel into the San Rafael Canal releasing an unknown amount of material. IMD arrived on scene and spoke to the responsible party, who stated that the vessel rolled over due to dredging operations in the area. IMD opened the OSLTF, but the responsible party took over operations and contractors refloated and defueled the vessel. IMD issued a NOFI, NOFA, and LOW. Case Closed.
Letter of Warning (10FEB23): IMD received a report of a boat that discharged oil, creating a sheen, during a SAR case before being towed to Pillar Point Marina. IMD placed a boom around the vessel to mitigate possible future discharges. No discharges occurred while moored and IMD was unable to determine the cause and amount of oil spilled. IMD issued a NOFI and LOW to the responsible party. Case Closed.
Federal Pollution Incident (13FEB23): IMD received a report of a vessel that had run aground on the Del Monte Beach in Monterey with approximately 15 gallons of diesel on board. IMD arrived on scene and hired a contractor to remove the pollution on board. IMD issued a NOFI to the responsible party. No further action taken. Case Closed.
Federal Pollution Incident/Letter of Warning (19FEB23): IMD received a report of a sunken recreational vessel at the South Bay Yacht Club creating a sheen. The Yacht Club hired a contractor to place boom around the vessel to mitigate the threat to the environment but was not able to cover the costs of lifting and defueling the vessel. IMD duty team hired a contractor to lift and defuel the vessel resulting in removing the remainder of fuel/oil onboard. IMD issued a NOFI and LOW to the responsible party.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
February 2023			
PORT SAFETY CATEGORIES*	Feb-2023	Feb-2022	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.08
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	0	0	3.06
Navigation Safety (0), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	4	7	6.39
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (2), Personnel (2), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	2	2.25
Radar (0), Gyro (0), Steering (0), Echo Sounder (1), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.19
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	5	9	11.97
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Feb-2023	Feb-2022	**3yr Avg
U.S. Commercial Vessels	0	0	0.39
Foreign Freight Vessels	0	0	0.11
Public Vessels	0	1	0.72
Commercial Fishing Vessels	1	1	0.67
Recreational Vessels	4	7	6.39
Pollution Discharge Sources (Facilities)	Feb-2023	Feb-2022	**3yr Avg
Regulated Waterfront Facilities	1	0	0.31
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	2	0	2.75
Mystery Spills - Unknown Sources	3	2	5.25
Number of Pollution Incidents (By Spill Size)	Feb-2023	Feb-2022	**3yr Avg
Spills < 10 gallons	6	8	9.39
Spills 10 - 100 gallons	3	1	1.28
Spills 100 - 1000 gallons	1	0	0.31
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	3	2	5.17
Total Pollution Incidents	13	11	16.14
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Feb-2023	Feb-2022	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	2.33
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.31
Estimated spill amount from Public Vessels	0.00	1.00	6.78
Estimated spill amount from Commercial Fishing Vessels	10.00	2.00	13.89
Estimated spill amount from Recreational Vessels	131.00	26.00	86.28
Estimated spill amount from Regulated Waterfront Facilities	0.25	0.00	22.62
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.03
Estimated spill amount from Other Land Sources	15.00	0.00	30.08
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	156.25	29.00	162.31
Penalty Actions	Feb-2023	Feb-2022	**3yr Avg
Civil Penalty Cases	0	0	0.08
Notice of Violations	0	0	0.58
Letters of Warning	3	6	5.17
Total Penalty Actions	3	6	5.83
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative e.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

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**Report of the
U.S. Army Corps of Engineers, San Francisco District
March 9, 2023**

1. CORPS O&M DREDGING PROGRAM

The following report covers both the FY 2022 and FY 2023 dredging programs for San Francisco Bay. **The FY 2022 program will wrap up with the completion of the Oakland Harbor maintenance dredging project by the end of March. The attached FY 2022 O&M Dredging Plan shows the current state of dredging projects as of March 6.**

Planning for the FY23 dredging program is currently underway based on funding provided in the FY 2023 Consolidated Appropriations Act, Public Law 117-328, signed into law on December 29, 2022. The new FY23 project schedules are included in this report following the FY 2022 O&M Dredging Plan. Adjustments may be made to these schedules as circumstances warrant.

FY 2022 DREDGING

- a. **Richmond Inner Harbor** – Bid opening for the dredging contract solicitation was held on May 13. The contract was awarded to Pacific Dredge on May 27. Dredging commenced on July 15. On October 16, the contractor demobilized to dredge another project. The contractor returned to work on December 29 and completed work on January 18. Material dredged after November 30 has been placed at a beneficial reuse site.
- b. **San Joaquin River (Port of Stockton)** – A dredging contract was awarded to Ross Island Sand & Gravel on June 10. Notice to Proceed was issued on June 16. Dredging commenced on September 15 and completed on December 15 following an environmental work window extension.
- c. **Sacramento River Deep Water Ship Channel** – A dredging contract was awarded to The Dutra Group on June 21. Notice to Proceed was issued on June 28. However, the contractor submitted a proposal to change from cutterhead/pipeline dredging to a clamshell operation with beneficial reuse. Consultation with resource agencies completed in October, dredging commenced on October 21 and completed on October 31.
- d. **Suisun Bay Channel (and New York Slough)** – A dredging contract was awarded to Camenzind Dutra JV on June 24. Notice to Proceed was issued on June 30. Dredging commenced on August 9 and was completed on September 18.
- e. **San Rafael Creek** – A dredging contract was awarded to Camenzind Dutra JV on July 7. Notice to Proceed was issued on July 13. **Dredging commenced on September 22 and was completed on February 28.**
- f. **Oakland Harbor** – A dredging contract was awarded to Manson Construction on July 14, Notice to Proceed issued on July 19. Dredging commenced on July 15. On September 8, the contractor demobilized to dredge another project. Half of the dredged material is planned for in-bay disposal while the other half will be beneficially reused at a site of the contractor's choosing. **The**

contractor returned to Oakland Harbor following completion of the Richmond Inner Harbor dredging and is expected to be completed by the end of March.

- g. Napa River** – A dredging contract was awarded to Pacific Dredge on July 22 with Notice to Proceed issued on August 1. Dredging commenced on September 26 and completed on November 23.
- h. SF Main Ship Channel** – The Government Hopper Dredge Essayons arrived on station and began dredging at the Main Ship Channel on June 2. The Essayons completed work on June 14 and was diverted to Bulls Head Reach of the Suisun Bay Channel to conduct emergency dredging operations in that location.
- i. Richmond Outer Harbor (and Richmond Long Wharf)** – Following completion of the Main Ship Channel and emergency dredging at Bulls Head, the Essayons moved on to Richmond Outer Harbor and started dredging there on June 16 and finished on July 1.
- j. San Pablo Bay (Pinole Shoal)** – Dredging is deferred to FY23 to remain in compliance with the Water Quality Certification for SF Bay Area Dredging.
- k. Redwood City Harbor** – This project is currently on a 2-year cycle and dredging last occurred in FY21. An assessment was recently done comparing advance maintenance to annual dredging. The result of the analysis supports switching to annual dredging beginning in FY23.

FY 2023 DREDGING

- a. Richmond Inner Harbor** – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for early May and dredging estimated to start end of June.
- b. Oakland Harbor** – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for mid-May and dredging estimated to start early July.
- c. San Joaquin River (Port of Stockton)** – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for mid-July and dredging estimated to start late August.
- d. Sacramento River Deep Water Ship Channel** – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for late July and dredging estimated to start early September.
- e. Redwood City Harbor** – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for late July and dredging estimated to start mid-September. This project is switching to an annual cycle following conclusions reached after conducting an advance maintenance study.
- f. Maritime Administration (MARAD) Suisun Bay Reserve Fleet (SBRF)** – Planning for this unique dredging event is currently underway with contract award tentatively scheduled for early August and dredging estimated to start mid-September. The Maritime Administration has requested Corps support in dredging areas at their small boat slips.

- g. Suisun Bay Channel (and New York Slough)** – Planning for the FY23 dredging episode is currently underway with contract award tentatively scheduled for mid-August and dredging estimated to start late September.
- h. SF Main Ship Channel** – The Government Hopper Dredge Essayons is scheduled to dredge the Main Ship Channel from the end of May until early June. The dredged material placement will be at the near-shore Ocean Beach Demonstration Site (OBDS), as in previous years.
- i. San Pablo Bay (Pinole Shoal)** – Following completion of the Main Ship Channel, the Essayons will move to Pinole Shoal in mid-June and complete maintenance dredging there. Upon completion of Pinole Shoal, Essayons will depart the Bay Area.
- j. Richmond Outer Harbor (and Richmond Long Wharf)** – Dredging is deferred to FY24 to remain in compliance with the Water Quality Certification for SF Bay Area Dredging.

2. EMERGENCY (URGENT & COMPELLING) DREDGING: **Currently, there are currently no emergency dredging events happening in the Bay Area. The last event took place in early June 2022, when Bulls Head Reach of Suisun Bay Channel required emergency dredging.**

3. DEBRIS REMOVAL – Debris removal for February was 67 tons. Dillard: 48 tons, including 2 abandoned vessels; Raccoon: 19 tons. Average debris removal for February from 2013 to 2022 is 89 tons (Range: 34-198).

BASEYARD DEBRIS COLLECTION TOTALS:

MONTH	RACCOON	DILLARD	MISC	TOTAL
2023	TONS	TONS	TONS	TONS
JAN	87	112	0	199
FEB	19	48	0	67
MAR				
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				

YR TOTAL
266

4. UNDERWAY OR UPCOMING HARBOR IMPROVEMENTS

Oakland Harbor Turning Basins Widening Study: This study will investigate and determine if there is a technically feasible, economically justifiable, and environmentally acceptable recommendation for federal participation in a navigation improvement project to the existing - 50-foot Oakland Harbor Federal Navigation Project. The scope of the tentatively selected plan includes expansion of both inner and outer basins for a 1,310-foot design vessel. This expansion is expected to meet the needs of the future fleet. A NED waiver to continue with a Comprehensive Benefits Plan (CBP), which includes electric dredging, was submitted to the Assistant Secretary of the Army (ASA) by USACE Headquarters. NED Exemption Request response letter was received on September 14, 2022. The letter stated that the request to cost share the beneficial use (BU) was approved, however cost sharing electric dredging was not approved. The Draft Integrated Feasibility Report (IFR) was released on 17 December 2021 for public comment. **The Draft IFR is on track to be re-released in March with revisions based on received comments.**

5. OTHER WORK

Regional Dredge Material Management Plan: Following virtual charrettes with the public and stakeholders in July 2020, SFEI was contracted to perform a data gap analysis and develop scopes to address the gaps with advice from an Interagency Working Group (IWG). Sediment Transport Modeling (ERDC) and the Regional Analysis have begun. SFEI was awarded the Regional Analysis on December 5, 2022. Sediment Transport Modeling has begun; monitoring equipment and HPC computing fund repositioning is in progress. A new Benefits and Decision Support scope is being developed with ERDC. Information on the RDMMP and draft final PMP can be found on our website:

<https://www.spn.usace.army.mil/Missions/Projects-and-Programs/Regional-Dredge-Material-Management-Plan/>

USACE Work Plan Web Address: <http://www.usace.army.mil/Missions/Civil-Works/Budget/>

6. HYDROGRAPHIC SURVEY UPDATE

Address of Corps' web site for completed hydrographic surveys:

<http://www.spn.usace.army.mil/Missions/Surveys,StudiesStrategy/HydroSurvey.aspx>

The following surveys are posted:

Alameda Naval Navigation Channel: Condition survey of November 1 and 2, 2022.

Berkeley Marina (Entrance Channel): Condition survey of April 22, 2021.

Islais Creek Channel: Condition survey of September 23, 2022.

Larkspur Ferry Channel: **Condition survey of February 24, 2023.**

Mare Island Strait: Condition survey of September 29, 2021.

Marinship Channel (Richardson Bay): Condition survey of November 7, 2022.

Napa River: **Condition survey of February 23-24, 2023.**

Northship Channel: Condition survey of September 27 and November 4, 2022.
Oakland Inner Harbor: Condition survey of July 20, 2022.
Oakland Inner Harbor (Brooklyn Basin): Condition survey of 15-20 January 2021.
Oakland Outer Harbor: Condition survey of July 20, 2022.
Petaluma River (Across-the-Flats): Condition survey of November 2-4, 2022.
Petaluma River (Main Channel): Condition survey of November 2-4, 2022.
Petaluma River (Extended Channel): Condition survey of November 2-4, 2022.
Pinole Shoal Channel: **Condition survey of March 7-10, 2023 (to be posted around March 20, 2023).**
Redwood City Harbor: Condition survey of October 5, 2022.
Richmond Inner Harbor: Condition survey of January 18, 2023.
Richmond Inner Harbor (Santa Fe Channel): Condition survey of November 28, 2022.
Richmond Outer Harbor (Longwharf): **Condition survey of February 22, 2023.**
Richmond Outer Harbor (Southampton Shoal): **Condition survey of February 22, 2023.**
Sacramento River Deep Water Ship Channel: Condition survey of December 28, 2022 - January 1, 2023.
San Bruno Shoal: **Condition survey of February 28, 2023.**
San Francisco Main Ship Channel: Condition survey of December 6-8, 2022.
San Leandro Marina (and Channel): Condition survey of March 30 and April 1, 2015.
San Rafael (Across-the-Flats): Condition survey of June 24 and July 11, 2022.
San Rafael (Creek): Condition survey of June 24, 2022.
Stockton Ship Channel: Condition survey of December 13-17, 2022.
Suisun Bay Channel: Condition survey of January 17-18, 2023.
Suisun Bay Channel (Bullshead Reach): Condition survey of January 17-18, 2023.
Suisun Bay Channel (New York Slough): Condition survey of January 17-18, 2023.
Suisun Slough: Condition survey of November 30 and December 1, 2022.

Disposal Site Condition Surveys:

SF-08 (Main Ship Channel Disposal Site): Condition survey of May 24, 2022.
SF-09 (Carquinez): Condition survey of January 12, 2023.
SF-10 (San Pablo Bay): **Condition survey of January 12, 2023.**
SF-11 (Alcatraz Island): **Condition survey of February 23, 2023.**
SF-16 (Suisun Bay Disposal Site): Condition survey of October 27, 2022.
SF-17 (Ocean Beach Disposal Site): Condition survey of May 24, 2022.

Requested Surveys:

Pre/Post-dredge and condition surveys have been completed for all of San Francisco District's in-bay projects dredged in FY21.

Channel Condition Report (CCR):

Attached is the Channel Condition Report (CCR) for all Corps maintained channels dated **6 MAR 2023**. The CCR is generated by the USACE eHydro database and is not a substitute for the controlling depths set by the SF Bar Pilots. Please see the respective bathymetric plots for locations (highlighted in red) of the shoaliest soundings reports in the CCR.

FY 2022 O&M DREDGING PLAN*

Project	Bid Open	Award	FY2022					FY2023					Estimated CY	Dredge Type	Placement Site			
			FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV				DEC	JAN	FEB
CONTRACT CLAMSHELL OR CUTTERHEAD/PIPELINE																		
Richmond Inner Harbor	13-May (A)	27-May (A)														410 Kcy	Contract Clam Shell	SF-DODS Cullinan
San Joaquin River (Port of Stockton)	31-May (A)	10-Jun (A)														180 Kcy	Contract Pipeline	Various Upland
Sacramento River (30 Foot Project)	6-Jun (A)	21-Jun (A)														33 Kcy	Contract Pipeline	MWRP
Suisun Bay Channel	13-Jun (A)	24-Jun (A)														120 Kcy	Contract Clam Shell	MWRP
San Rafael Creek	23-Jun (A)	7-Jul (A)														260 Kcy 30 Kcy	Contract Clam Shell	SF-10 SF-DODS
Oakland Harbor	30-Jun (A)	14-Jul (A)														375 Kcy 375 Kcy	Contract Clam Shell	SF-11 Cullinan
Napa River	11-Jul (A)	22-Jul (A)														55 Kcy	Contract Clam Shell	Coombs
WEST COAST HOPPER CONTRACT																		
Humboldt Bar & Entrance Channels	9-Mar (A)	28-Mar (A)						WCH								1100 Kcy	WCHC (Portland)	HOODS
GOVERNMENT HOPPER																		
Humboldt Interior Channels	N/A	N/A														150 Kcy	Govt Hopper	HOODS
SF Main Ship Channel	N/A	N/A							ESS							350 Kcy	Govt Hopper	OBDS/SF-8
Bulls Head Emergency Dredging	N/A	N/A							ESS							15 Kcy	Govt Hopper	SF-16
Richmond Outer Harbor	N/A	N/A							ESS							300 Kcy	Govt Hopper	SF-11/SF-10
				Solicitation					WCH West Coast Hopper Contract					Environmental Window				
				Bid Opening					YAQ Gov't Dredge Yaquina					Mobilization				
				Contract Award					ESS Gov't Dredge Essayons					Physical Dredging				
				Hopper Dredging										Period of No Dredging				

* Program execution is based on the FY22 President's Budget and Work Plan.

FY 2023 O&M DREDGING PLAN*

Project	Current Bid Open	Current Award	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	Estimated CY	Dredge Type	Placement Site
			FY2023									FY2024						
CONTRACT CLAMSHELL OR CUTTERHEAD PIPELINE																		
Richmond Inner Harbor	21-Apr	5-May			◆	◆	◆	◆								350 Kcy	Contract Clam Shell	BU
Oakland Harbor	5-May	19-May			◆	◆	◆	◆	◆	◆	◆	◆	◆	◆		700 Kcy	Contract Clam Shell	BU
San Joaquin River (Port of Stockton)	26-Jun	12-Jul					◆	◆	◆	◆	◆	◆	◆	◆		175 Kcy	Contract Pipeline	Various Upland
Sacramento River (30 Foot Project)	6-Jul	21-Jul					◆	◆	◆	◆	◆	◆	◆			150 Kcy	Contract Pipeline	Various Upland
Redwood City Harbor	14-Jul	28-Jul					◆	◆	◆	◆	◆	◆	◆			300 Kcy 100 Kcy	Contract Clam Shell	BU & 1122 Pilot
MARAD SBRF Dredging	28-Jul	4-Aug					◆	◆	◆	◆	◆	◆	◆			90 Kcy	Contract Clam Shell	Upland
Suisun Bay Channel	10-Aug	24-Aug						◆	◆	◆	◆	◆	◆			75 Kcy 50 Kcy	Contract Clam Shell	SF-16 BU
WEST COAST HOPPER CONTRACT																		
Humboldt Bar & Entrance Channels	30-Mar	13-Apr					◆	WCH								300 Kcy	WCHC (Portland)	HOODS
GOVERNMENT HOPPER																		
Humboldt Interior Channels	N/A	N/A			YAQ	◆										150 Kcy	Govt Hopper	HOODS
Humboldt Bar & Entrance Channels	N/A	N/A			ESS	◆										600 Kcy	Govt Hopper	HOODS
SF Main Ship Channel	N/A	N/A					◆	ESS								350 Kcy	Govt Hopper	OBDS SF-8
Pinole Shoal	N/A	N/A					◆	ESS								250 Kcy	Govt Hopper	SF-10 SF-11
			◆	Solicitation			◆	WCH West Coast Hopper Contract			◆	Environmental Window						
			◆	Bid Opening			◆	YAQ Gov't Dredge Yaquina			◆	Mobilization						
			◆	Contract Award			◆	ESS Gov't Dredge Essayons			◆	Physical Dredging						
			◆	Hopper Dredging			◆				◆							

* Program execution is based on the FY23 President's Budget plus carryover funds.

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SUISUN BAY CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
San Francisco Mainship San Francisco Mainship	12-06-2022	2000	4.96	55	51.4	54.2	54.6	53.6
Redwood City Harbor Redwood City Harbor	10-05-2022	300 943	3.94	30	24.7	27.4	26.2	23.9
Richmond Inner Harbor Entrance Channel	01-13-2023	809 1021	0.96	38	35.6	36.8	36.9	36.9
Richmond Inner Harbor Approach Channel	01-13-2023	809 1201	3.09	38	33.7	34.9	35.7	34.7
Richmond Inner Harbor Santa Fe Channel	11-28-2022	195 509	0.37	38	25.6	27.4	27.1	21.2
Richmond Outer Harbor Richmond Outer Harbor	10-25-2022	600 1291	3.25	45	41.5	45.0	44.3	42.7
Richmond Outer Harbor Longwharf Turning Basin	10-26-2022	2188 5598	0.88	45	26.3	No Data	No Data	No Data
San Rafael ATF Across the Flats	06-24-2022	100	2.25	8	No Data	3.1	2.9	2.5
San Rafael River Inner Canal Channel	04-12-2022	60 160	1.55	6	1.4	1.6	1.0	0.8
Petaluma River Main Channel	11-02-2022	100 361	4.06	8	3.7	4.3	0.5	3.0
Petaluma River ATF Across the Flats	12-15-2020	200 206	5.68	8	6.3	8.8	8.3	8.2
Mare Island Strait Causeway to Asylum Slough	08-09-2022	75 245	3.19	15	3.8	No Data	No Data	7.1
Napa River Asylum Slough to Napa City	11-23-2022	102 183	9.92	10	+0.5	7.5	6.7	2.5
Brooklyn Basin Brooklyn Basin	01-15-2021	147 1501	0.94	35	6.2	8.0	17.3	7.2
Brooklyn Basin Brooklyn Basin	01-15-2021	250 1010	2.74	35	8.4	3.9	3.0	3.0
Oakland Harbor Oakland Inner Harbor	07-20-2022	544 1997	4.62	50	45.6	48.1	48.6	46.9

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SUISUN BAY CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
Oakland Harbor Oakland Outer Channel	07-20-2022	296 1761		50	48.0	48.7	48.5	48.2
Humboldt Bay Bar and Entrance Channel	01-31-2023	500 2113	2.60	48	29.7	38.0	32.8	25.6
Humboldt Bay Eureka Channel	01-11-2023	400 416	1.69	26	2.4	3.7	12.2	7.0
Humboldt Bay Fields Landing Channel	01-13-2023	300 770	2.35	26	13.8	26.9	25.5	20.4
Humboldt Bay North Bay Channel	01-11-2023	400 657	3.04	38	31.3	34.6	32.1	14.9
Humboldt Bay Samoa Channel	01-11-2023	400 1000	1.83	38	32.6	35.4	34.2	17.4
Pinole Shoal Channel Pinole Shoal Channel	10-20-2022	600 1644	10.40	35	29.5	34.6	36.1	32.5
Suisun Bay Channel Suisun Bay (0+00 to 150+00)	01-17-2023	300	2.84	35	36.0	35.8	35.3	35.2
Suisun Bay Channel Suisun Bay (150+00 to 733+45)	01-17-2023	300	11.10	35	33.7	34.4	34.1	30.8
Suisun Bay Channel Anchorage Suisun Bay Channel Anchorage	01-17-2023	400	0.90	35	34.4	No Data	No Data	No Data
New York Slough New York Slough (0+00 to 232+03)	12-13-2022	400 411	4.42	35	34.4	35.0	35.5	34.5

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SAN LEANDRO CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
San Bruno Shoal San Bruno Shoal	10-13-2022	500	5.66	30	28.4	30.7	31.5	29.8
Richardson Bay/Marinship Richardson Bay/Marinship	11-07-2022	300 1069	2.11	20	4.7	5.2	5.3	4.8
Islais Creek Islais Creek	09-23-2022	500 1424	1.71	40	30.8	37.8	37.7	23.8
Alameda Naval Air Alameda Naval Air	11-01-2022	1000 4178	2.90	37	11.6	12.2	18.6	16.3
Mare Island Strait Mare Island Strait	09-16-2022	400 606	3.37	30	27.4	29.1	31.9	32.4
Larkspur Channel Larkspur Channel	07-11-2019	231 542	2.37	13	6.5	10.0	9.7	8.0
Northship Channel Northship Channel	09-27-2022	3576 4769	5.97	45	23.2	37.2	37.2	35.4
Berkeley Marina Berkeley Marina	04-22-2021	100 142	1.36	6	3.5	3.8	4.3	4.3
Bodega Bay Bodega Bay	09-29-2022	100 400	3.46	12	3.1	9.5	9.7	7.1
Moss Landing Moss Landing	01-24-2023	120 405	0.98	15	8.6	7.4	7.6	8.5
Noyo River Entrance Channel	08-04-2022	97 150	0.67	10	6.7	10.1	10.9	7.6
Noyo River Channel	08-04-2022	97 150	0.67	10	5.4	10.5	10.8	3.9
Crescent City Entrance Channel	01-29-2023	200 320	0.42	20	17.0	17.6	16.2	15.1
Crescent City Inner Harbor Basin Channel	01-29-2023	200 300	0.39	15	14.6	14.7	14.7	13.0
Crescent City Marina Access Channel	01-29-2023	228 170	0.22	15	11.4	12.2	11.7	9.9
SAN LEANDRO MARINA Approach Channel	03-30-2015	200	3.50	7	2.8	3.6	3.4	3.2

REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER

To: Navigation Interests		From: US Army Corps of Engineers San Francisco District 450 Golden Gate Ave San Francisco, CA 94102						
RIVER/HARBOR NAME AND STATE SAN LEANDRO CALIFORNIA					MINIMUM DEPTHS IN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)				
SAN LEANDRO MARINA North Arm	03-15-2010	170	0.30	7	2.7	3.6	3.8	3.9
SAN LEANDRO MARINA South Arm	03-15-2010	150	0.30	7	3.3	4.7	4.6	4.8



Harbor Safety Committee of the
San Francisco Bay Region Clearing House
c/o Marine Exchange of the San Francisco Bay Region
10 Commodore Drive
Emeryville, California 94608
415-441-6600 -- hsc@sfmtx.org

San Francisco Clearinghouse Report

March 9, 2023

- ☞ In February the clearinghouse did not contact OSPR regarding any possible escort violations.
- ☞ In February the clearinghouse did not receive any notifications of vessels arriving at the Pilot Station without escort paperwork.
- ☞ The clearinghouse has not contacted OSPR so far in 2023 regarding possible escort violations. The clearinghouse did not contact OSPR in 2022 or 2021 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2020 regarding a possible escort violation. The clearinghouse did not contact OSPR in 2019 regarding possible escort violations. The clearinghouse contacted OSPR 1 time in 2018 about a possible escort violation. The clearinghouse did not contact OSPR in 2017 about possible escort violations. The clearinghouse contacted OSPR 1 time in 2016 about a possible escort violation. The clearinghouse contacted OSPR 3 times in 2015 about possible escort violations. The clearinghouse contacted OSPR 5 times regarding possible escort violations in 2014. The clearinghouse contacted OSPR 1 time in 2013. The clearinghouse contacted OSPR 3 times in 2012 regarding possible escort violations, 3 times in 2011, 6 times in 2010, 8 time 2009; 4 times 2008; 9 times in 2007; 9 times in 2006; 16 times in 2005; 24 times in 2004; twice in 2003; twice in 2002; 6 times in 2001; 5 times in 2000.
- ☞ In February there were 79 tank vessel arrivals; 13 ATBs, 6 Chemical Tankers, 8 Chemical/Oil Tankers, 23 Crude Oil Tankers, 1 LPG, 19 Product Tankers, and 9 Tugs with Barges.
- ☞ In February there were 187 total vessel arrivals.

San Francisco Bay Clearinghouse Report For February 2023

San Francisco Bay Region Totals

	<u>2023</u>		<u>2022</u>	
Tanker arrivals to San Francisco Bay	57		56	
ATB arrivals	13		13	
Barge arrivals to San Francisco Bay	9		7	
Total Tanker and Barge Arrivals	79		76	
Tank ship movements & escorted barge movements	267		244	
Tank ship movements	155	58.05%	120	49.18%
Escorted tank ship movements	132	49.44%	100	40.98%
Unescorted tank ship movements	23	8.61%	20	8.20%
Tank barge movements	112	41.95%	124	50.82%
Escorted tank barge movements	18	6.74%	14	5.74%
Unescorted tank barge movements	94	35.21%	110	45.08%

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	153		267		0		94		514	
Unescorted movements	57	37.25%	115	43.07%	0	0.00%	44	46.81%	216	42.02%
Tank ships	49	32.03%	92	34.46%	0	0.00%	38	40.43%	179	34.82%
Tank barges	8	5.23%	23	8.61%	0	0.00%	6	6.38%	37	7.20%
Escorted movements	96	62.75%	152	56.93%	0	0.00%	50	53.19%	298	57.98%
Tank ships	85	55.56%	134	50.19%	0	0.00%	46	48.94%	265	51.56%
Tank barges	11	7.19%	18	6.74%	0	0.00%	4	4.26%	33	6.42%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

San Francisco Bay Clearinghouse Report For 2023

San Francisco Bay Region Totals

	<u>2023</u>		<u>2022</u>	
Tanker arrivals to San Francisco Bay	113		706	
ATB arrivals	24		177	
Barge arrivals to San Francisco Bay	19		129	
Total Tanker and Barge Arrivals	156		1,012	
Tank ship movements & escorted barge movements	552		3,363	
Tank ship movements	301	54.53%	1,999	59.44%
Escorted tank ship movements	254	46.01%	1,596	47.46%
Unescorted tank ship movements	47	8.51%	403	11.98%
Tank barge movements	251	45.47%	1,364	40.56%
Escorted tank barge movements	29	5.25%	171	5.08%
Unescorted tank barge movements	222	40.22%	1,193	35.47%

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Escorts reported to OSPR 0 0

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	299		540		0		199		1,038	
Unescorted movements	120	40.13%	258	47.78%	0	0.00%	102	51.26%	480	46.24%
Tank ships	100	33.44%	213	39.44%	0	0.00%	92	46.23%	405	39.02%
Tank barges	20	6.69%	45	8.33%	0	0.00%	10	5.03%	75	7.23%
Escorted movements	179	59.87%	282	52.22%	0	0.00%	97	48.74%	558	53.76%
Tank ships	162	54.18%	253	46.85%	0	0.00%	88	44.22%	503	48.46%
Tank barges	17	5.69%	29	5.37%	0	0.00%	9	4.52%	55	5.30%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

**NOAA report to the San Francisco Bay Harbor Safety Committee
March 2023**

Transitioning to Electronic Navigational Charts (ENC)

The phase out of raster nautical chart products continues. The Local Notice to Mariners will list all charts that have been added to the “LAST EDITION” status, meaning in 6 months, that chart product will disappear.

No charts in the region currently in “LAST EDITION” status, but expect that to change for the next 12 months.

All raster charts are on track to be canceled by December 2024.

NOAA Custom Chart (NCC) version 2.0

Coast Survey continues to improve the tools that convert Electronic Navigational Chart (ENC) data to raster formats. A new version of the NOAA Custom Chart tool (version 2.0) was released in February and can be found here: <https://devgis.charttools.noaa.gov/pod/>

The online application uses the latest official NOAA ENC data to create nautical charts with customized scale and extent, which can then be downloaded as PDF files.

The latest version allows users to save their charts to an exported Chart Catalog file. Users can then recreate a chart or multiple charts repeatedly as NOAA releases ENC updates by uploading the file in a new session of the NOAA Custom Chart. The Chart Catalog file is small in size and can be emailed easily as an attachment, allowing users to share with print vendors or collaborate with others.

Several NOAA certified vendors will print the NOAA Custom Chart PDF on high quality chart paper for the look and feel of a traditional paper chart. A list of vendors can be found here: <https://www.nauticalcharts.noaa.gov/publications/print-agents.html#ncc>

The USCG has not yet determined whether any individual NCC chart or NCC charts generally, meet USCG requirements for nautical chart carriage.

The U.S. Coast Guard has asked that questions and comments regarding nautical chart carriage requirements be directed to the USCG Navigation Center at: <https://www.navcen.uscg.gov/contact/contact-us>

From the National Weather Service

Winter weather patterns continue with more rain.

The current atmospheric river will produce more rain and winds, potentially causing some local flooding. This storm will be warmer than past storms, with snow levels this weekend rising to 6,000 to 8,000 feet, meaning rains may cause quick snow melt and increase the risk of flooding.

Stay alert and monitor local conditions.

END OF REPORT

Submitted by Jeffrey Ferguson
Acting WA/OR Navigation Manager
CA Navigation Manager
NOAA's Office of Coast Survey
jeffrey.ferguson@noaa.gov



CALIFORNIA STATE LANDS COMMISSION

FEBRUARY COMPARISON - HARBOR SAFETY COMMITTEE MONTHLY REPORT - CSLC NORTHERN CA FIELD OFFICE

VESSEL TRANSFERS

	<u>Vessel Arrivals</u>	<u>Vessels Monitored</u>	<u>Percentage of Vessel Monitored</u>
FEBRUARY 1 - 28, 2022	175	21	12.00
FEBRUARY 1 - 28, 2023	142	52	36.62

CRUDE OIL / PRODUCT TOTALS (BBLs)

	<u>Crude Oil (D)</u>	<u>Crude Oil (L)</u>	<u>Other Products and Crude Oil (D)</u>	<u>Other Products and Crude Oil (L)</u>	<u>GRAND TOTAL (D) / (L)</u>
FEBRUARY 1 - 28, 2022	10,234,843	0	15,154,799	5,809,212	20,964,011
FEBRUARY 1 - 28, 2023	9,522,635	130,000	15,915,640	4,856,036	20,771,676

OIL SPILL REPORTED

	<u>TERMINAL</u>	<u>VESSEL</u>	<u>Total</u>	<u>Gallons Spilled</u>
FEBRUARY 1 - 28, 2022	0	0	0	
FEBRUARY 1 - 28, 2023	0		0	

MARINE INVASIVE SPECIES INSPECTIONS

<u>Percent</u>	<u>Qualified Voyages</u>	<u>Voyages Inspected</u>	<u>Goal</u>	<u>Shortfall</u>
28%	307	85	75	-10

Disclaimer: Please understand that the data is provided to the California State Lands Commission from a variety of sources; the Commission cannot guarantee the validity of the data provided to it.

By: MRA

UNITED STATES SAIL GRAND PRIX | SAN FRANCISCO

MAY 6-7 2023

SEASON 3 - EVENT 11

SAIL GP

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**UPDATE FOR HARBOR SAFETY COMMITTEE MEETING:
MARCH 9, 2023**

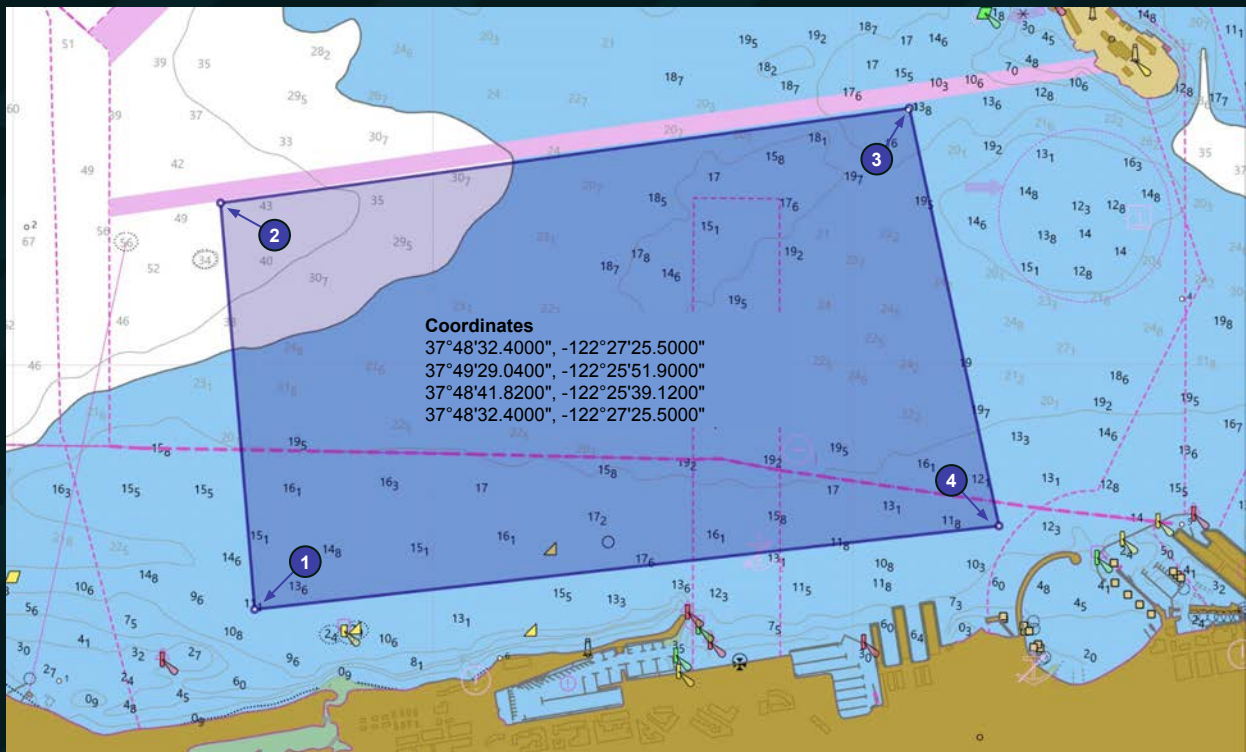
SCHEDULE

<i>FREE SAILING</i>	<i>REHEARSAL</i>	<i>RACING</i>
<i>MONDAY, MAY 1 – WEDNESDAY, MAY 3</i>	<i>THURSDAY, MAY 4 + FRIDAY, MAY 5</i>	<i>SATURDAY, MAY 6 + SUNDAY, MAY 7</i>
<i>NO EXCLUSION ZONE</i>	<i>1230 EXCLUSION ZONE ACTIVE</i>	<i>1230 EXCLUSION ZONE ACTIVE</i>
<i>UP TO 9 BOATS SAILING</i>	<i>1430-1600 RACING REHEARSAL</i>	<i>1430-1600 RACING</i>
<i>TRAINING AREA: CITY FRONT OR SOUTH BAY DEPENDING ON CONDITIONS</i>	<i>1700 EXCLUSION ZONE ENDS</i>	<i>1730 EXCLUSION ZONE ENDS</i>

REHEARSAL

THURSDAY, MAY 4 – FRIDAY, MAY 5

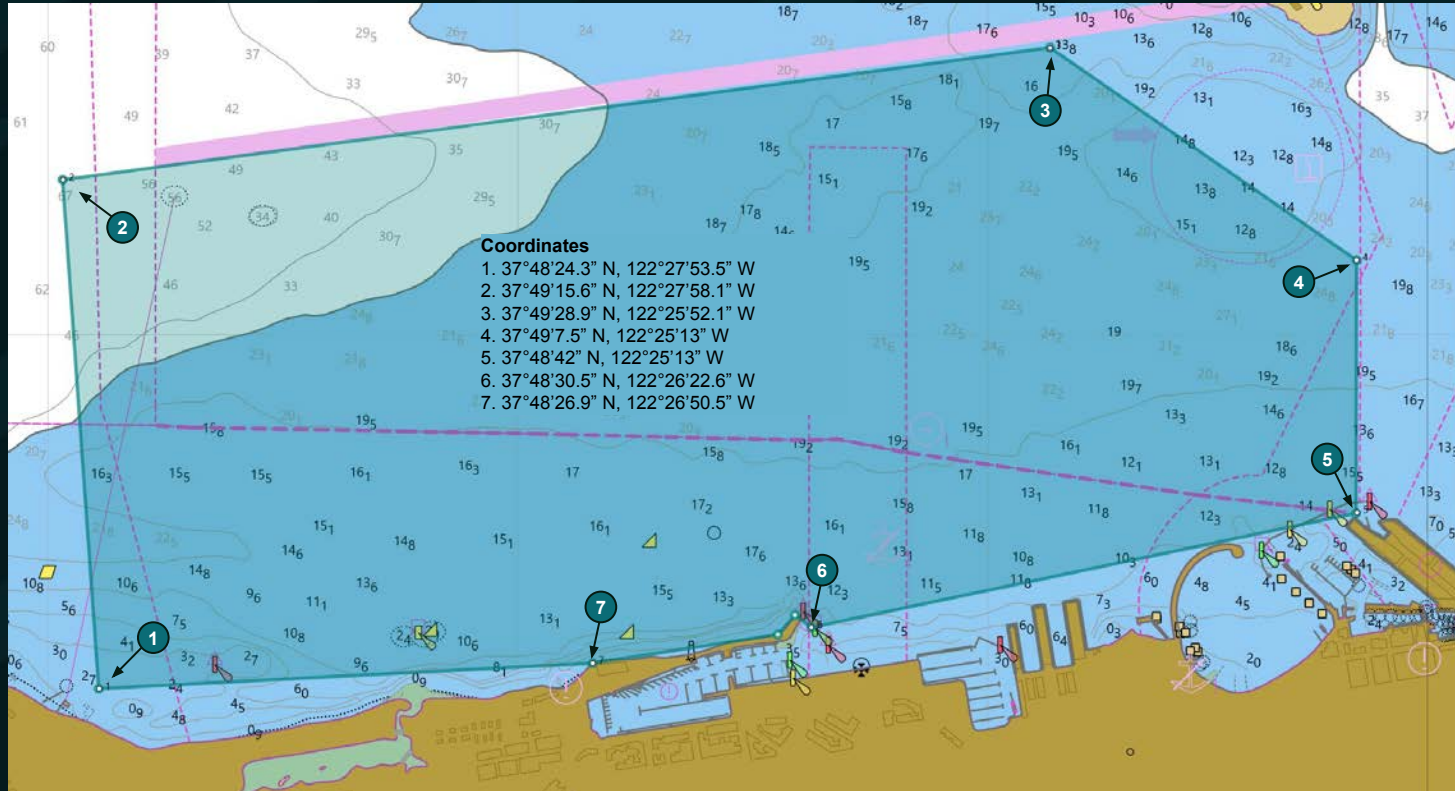
EXCLUSION ZONE FOR RACING REHEARSAL (SAME FOOTPRINT AS PREVIOUS YEARS)



RACING

SATURDAY, MAY 6 – SUNDAY, MAY 7

MAXIMUM SPECIAL LOCAL REGULATION FOR RACING (SAME FOOTPRINT AS PREVIOUS YEARS)



EXAMPLE RACE COURSE

WITHIN PROPOSED S.L.R.

